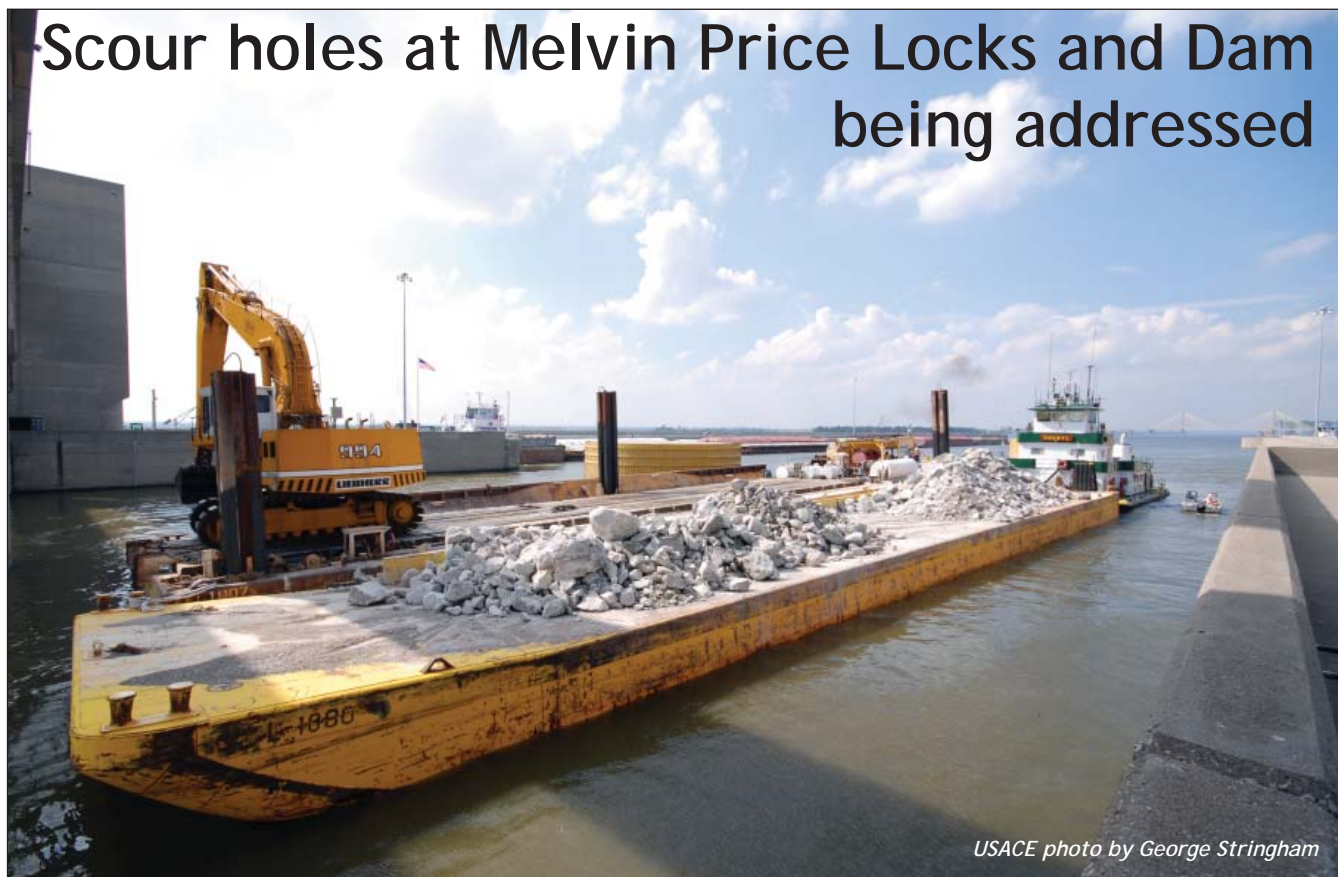




## Scour holes at Melvin Price Locks and Dam being addressed



*USACE photo by George Stringham*

Luhr Brothers, Inc., of Columbia, Ill., place rock in one of the scour holes on the upstream side of gates one and two. With the aid of high-tech GPS and sounding equipment, a 250-ton trackhoe places the rock at precise locations. Periodically, the district's survey boat MV Boyer, will re-survey the area to get a detailed picture of the progress of the repairs.

Work started October 2, to repair several scours holes on the upstream side of the Melvin Price Locks and Dam near Alton, Ill.

In April the U.S. Army Corps of Engineers St. Louis District discovered the holes during a special periodic inspection of the stilling basin using sonar equipment. When the survey was conducted, the Mississippi River was running at "open river" at the Melvin Price Locks and Dam – a situation in which the gates are lifted completely out of the water. This allowed the district's survey boat Motor Vessel Boyer to pass back and forth through the open gates, obtaining detailed images of the river bed both up and downstream of the structure.

The scour holes were found in the bed of the river upstream of the locks and dam structure during the Boyer's survey. A more detailed investigation was subsequently conducted by a diver team investigation using sound imaging equipment from the Corps Engineering Research and Development Center in Vicksburg, Miss. The scour holes of various depths were confirmed. The dive team also inspected the sheet pile under the dam and determined it hadn't incurred any damage.

The Army Corps awarded the Melvin Price Locks and Dam Upstream Protection Scour Rehabilitation Contract to Luhr Brothers Inc. of Columbia, Ill., on September 7. Luhr Bros. Inc. mobilized its equipment on

**Commander's Perspective****Col. Lewis F. Setliff III**

Happy New Year! Happy Fiscal New Year 2008, that is. A lot of people labored long and hard to bring the fiscal year to an end, to close out the books correctly and to set the table for next year. It was especially frenetic in Resource Management and Contracting where they burned some midnight and weekend oil to get everything done.

I want to thank everyone for all you did for our District, the Corps and Army, and our nation this past fiscal year. Most of all, I want to thank you for all that you did for our customers – the citizens that we serve here and elsewhere. It's not the money or the equipment that helped them in the end. It was you.

On the subject of helping fellow citizens, the new Combined Federal Campaign kicked off Oct. 2. It will run until Nov. 15.

This is the only charity campaign that the Federal government authorizes in our workplace and it offers us the opportunity either to contribute to charity and good works in general, or to target our donations to specific organizations that address issues in which we have a special interest. You will not be asked again in the coming year to donate to charity through your work for the Corps.

The goal for the St. Louis District this year is \$50,000. I will not twist any arms nor will I tolerate any arm twisting. But I want to ensure that each of you – 100 percent of the St. Louis Corps District – are contacted and offered a chance to make a decision about giving.

Just as in past years, donations can be made in a lump sum with a check, or in installments each pay period. The theme this year is: "Give from the heart, change someone's world."

In past years some employees have given truly large amounts of money. Nobody will value you less if you can't do that. But some may think that small donations, even though they come from the heart, are ineffective. After all, what can you do for a dollar in 2008?

I have learned that even a single dollar – less than a cup of coffee at the Jazzman here in the federal building or at a handy Starbucks on the way to work – can help a lot. That dollar, donated to a local food bank, can be leveraged to collect

and donate 18 dollars worth of food to a needy family. So every dollar indeed, counts.

There's been a change in who can participate in the CFC for 2008. This year our contractors can also take part.

While I am on the subject of helping people, I want to continue to emphasize that we need to help ourselves. By that, I mean we need to continue to emphasize safety in all we do, every day, every where.

We have a good safety record in the St. Louis District, but the Chief of Engineers' encouragement to move the organization from good to great applies here too. Our safety goal is a great safety performance.

While I admit that not all accidents are preventable – that's why they call them accidents – in hind sight, the vast majority of them could have been prevented.

Each time you review safety in your job or scan a work site to see if anything is potentially unsafe for others, reduces the risk of an accident. The extra few seconds of consideration are more than compensated for the hours we save and the pain and anguish we can avoid.

Thanks for all you have done this past year and continue to do. Thanks for giving some of your hard earned money to those who are less fortunate. Thanks for continuing the effort to be safe.

**Essayons! Hooah!**  
**Col. Lewis F. Setliff**



**US Army Corps  
of Engineers®**  
St. Louis District

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# EMERGENCY OPERATIONS BUSINESS LINE...

## ...It's more than just sand bagging

STORY AND PHOTOS BY ALAN DOOLEY, PA

The Emergency Operations Business Line for the St. Louis District is overseen by Jake Scanlon. Its business encompasses a lot more than responding to floods with hundreds of thousands of sand bags and truck loads of rock and soil.

In fact, the business line manages the District's response to a broad spectrum of emergencies from local flooding, to responding to regional and national natural

disasters, to playing a significant role in deploying St. Louis personnel overseas to fight the Global War on Terrorism (GWOT).

Certainly flood fighting has been an historic mission that everyone has been aware of, although there has not been great flooding in and around St. Louis in the past decade.

"The Emergency Ops Business Line is a standing structure that maintains readiness to integrate the District's numerous capabilities to

be ready for disasters or to respond to them," according to business line manager Jake Scanlon. "We are a pretty small group for all the things we're involved in," he added.

"Obviously in a disaster, Col. Setliff would be in the thick of it, running our response. But on a day-to-day basis, I'm his eyes and ears for the team that would come together," Scanlon observed. "I can go to him when I need his help at anytime, but during normal times, I monitor the details."

For example, a flood might demand close coordination with operations elements at lake project reservoirs, who in turn receive a lot of input and guidance from engineers who inform them about rain in-flows and how best to

— SEE *EMERGENCY OPS*, PAGE 6



Rick Waggoner performs a periodic inspection of the condition and readiness of the Rapid Response Vehicle. The RRV is a large, mobile-home-type vehicle that can be sent across the country on short notice to provide self-contained command and control capability to the Corps of Engineers.

USACE photo by Alan Dooley

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St. Louis District structural engineer Tom Ruff (left) explains what divers examining the foundation of the Melvin Price Locks and Dam are checking to KMOV-TV (4-CBS) reporter Russell Kinsaul. Commercial divers used sound imaging equipment from the Engineer Research and Development Center in Vicksburg, Miss., to explore scour holes discovered in April.

*USACE photo by Alan Dooley*

October 1 and began placing rock the next day, working six days a week to complete the repairs. The \$1.6 million repair involves the placement of about 16,000 tons, or about 16 barge loads, of rock into eight scour holes at varying locations along the concrete dam. As of October 18, more than 12,500 tons of rock had been placed, filling six of the scour holes. Repairs are expected to be complete by mid-November, pending the river stage and any unforeseen problems.

During repairs the dam gates adjacent to each work site will be closed, giving work crews calm water conditions when placing the rock. District engineers and construction staff are working closely with water control managers and the navigation industry to coordinate these efforts.

To assist tow operators, the Motor Vessel Miranda Paige has been contracted to serve as a helper boat, assisting commercial tows entering and exiting the upstream end of the locks. The helper boat is needed because flow conditions will be altered by the closed dam gates when repairs are taking place near the lock chambers. The close coordination between the Corps, U.S. Coast Guard and the

navigation industry has resulted in minimal impacts to navigation.

While dams such as the Melvin Price structure do not pose a threat to public safety because they hold back only the relatively shallow navigation pools between dams, they do play a significant role in the nation's economy. Hence, the Corps expedited design work and the contract award.

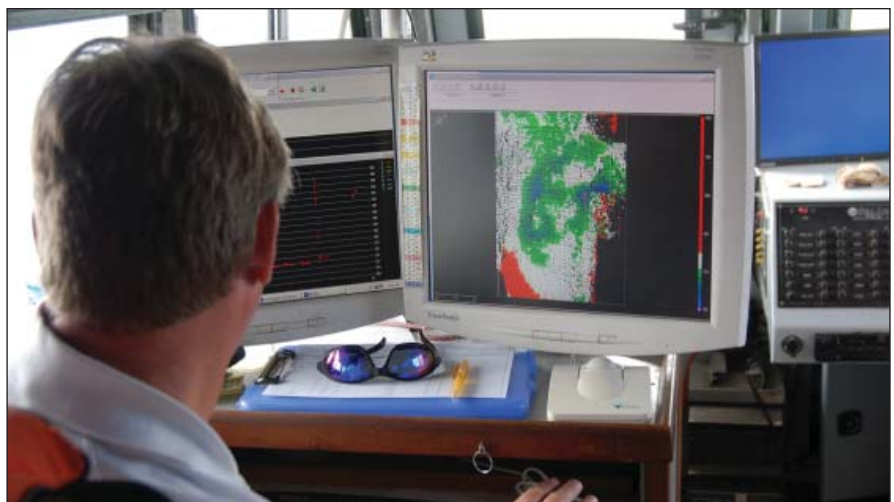
District experts reported that the scoured areas pose no immediate threat to the dam, but if left unattended they could possibly enlarge

or deepen which could lead to more costly repairs in the future.

Some scouring is expected with permanent structures in the river, such as bridge piers and dams. The design and construction of the Melvin Price Locks and Dam structure accounted for this and incorporated a layer of rock upstream of the edge of the concrete foundation to prevent scouring.

Over the last 20 years this rock layer in some areas was eroded by the river's natural forces. The repair

— SEE SCOUR, NEXT PAGE



Onboard the district's survey boat, MV Boyer, cartographic technician Shawn Kempshall reviews some of the updated data from the latest sounding of the scour holes.

*USACE photo by George Stringham*



SCOUR, FROM PREVIOUS PAGE

work will not only place rock in the holes but will also fix the top layer with larger rock for added scour resistance. The Corps is also examining options for further enhancing the rock scour protection field upstream to prevent future recurrences. Other structures on the river are being inspected for similar problems.

The Melvin Price's main lock chamber was put into operation October 10, 1989, replacing Locks and Dam 26 on Alton's waterfront. The lock site is the second busiest on the Mississippi River. It normally conducts about 6,500 lockages each year, moving more than 70 million tons of commodities up and down the Mississippi River.



Motor Vessel Miranda Paige, seen here assisting the MV Walter D. Nunley, was contracted as a helper boat to aid tows entering the upstream ends of the lock chambers. The helper boat is needed because flow conditions are altered by closing some of the dam gates closest to where the rock placement is being conducted.

USACE photo by Alan Dooley

## Congressman Robert A. Young III Remembered

*The following is a message District Engineer Col. Lewis F. Setliff III sent to the district on the morning of October 18.*

We are saddened to learn this morning of the death of former Congressman Robert A. Young III, who passed away yesterday at age 83. He of course, is the namesake of the building where our headquarters is located in downtown St. Louis.

Young served in several local and state elected positions from 1952 to 1976, when he was elected to represent Missouri in the House of Representatives. He served five terms. In Washington, Congressman Young was a strong, key supporter of building the Melvin Price Locks and Dam.

The congressman was also a Soldier. Joining our Army in 1943, he landed at Utah Beach in the D-Day invasion of Europe in 1944, and served with distinction in General Patton's 3rd Army in the historic Battle of the Bulge.

The nation and Army have lost a great Soldier. The state's citizens have lost a staunch representative. We in the St. Louis District have lost a true friend and champion of our work to serve the region.

Our sincerest sympathies go out to Congressman Robert A. Young III's family and friends.



Congressman Young was proud to speak at the dedication of the Valley Park Levee, June 18, 2005.

USACE file photo by Alan Dooley

manage lake elevations to hold and then release water in the least damaging manner. Those same engineers might be called on to assess the condition of other elements of a response to a flood threat.

The Emergency Operations Business Line function would ensure that these kind of operations were coordinated beforehand.

A great deal of what is accomplished by the business line is relatively unseen – until it is needed.

Rick Waggoner maintains a host of equipment items that are not used on a daily basis, but which would be extremely important in an emergency or disaster. “We maintain and test secure voice communications periodically and

a number of systems that provide satellite-based communications such as Inmarsat and Global Star,” he said. “They would carry the critical communications when systems depending on land lines and local towers were out of commission,” he added.

Waggoner also oversees the readiness of the Rapid Response Vehicle (RRV), a large, mobile-home-type vehicle that can be sent across the country to provide self-contained command and control capability to the Corps of Engineers.

Matt Hunn is heavily involved in a growing mission, the examination of levees to assess their structural integrity and mechanical capability to operate as authorized and intended. His work brings him into almost daily contact with the

myriad members of local drainage and levee districts. He is seeing many of them more frequently since the district embarked as part of a pilot program to develop a risk assessment program for the flood control systems throughout the District. This program will soon spread nationwide, and its purpose is to examine levees and the other elements that reduce flood risks and to focus our attention on those that most urgently need work to sustain or restore them.

Another aspect of Emergency Operations has been deploying District personnel to disasters and to the GWOT. Jim Kuehnle reports that the mission has changed somewhat from a more “hands-on” preparation of deployers to one more focused on monitoring and reporting on these people. “I have to know where each of them are, when they are slated to return and when they do return,” he said.

These deployers include a permanent Blue Roof Planning Response Team (PRT) that has served most recently with distinction during recent Gulf Coast hurricanes. The group includes personnel from throughout the District, ready to deploy wherever replacing roofs may be a part of a national disaster response.

The work calls for numerous contacts to be built and maintained by the Emergency Operations Business Line Manager. They include the various federal, state and local entities that must function seamlessly in any disaster.

About the sand bags that would be so prominent in a flood fight. There are more than a million of them in storage – about one million in Granite City and an additional 100 thousand in Cape Girardeau. That’s a large number, but a small part of the story.

## Meanwhile, out on the range



*The proper greeting would have been, “Konichiwa, Toguchi-San.”*

Our own Maj. Jason Taliaferro recently glanced to the side while warming up on the driving range and realized he was teeing off alongside St. Louis Cardinals outfielder So Toguchi, who graciously posed for a photo with him after he composed himself following his observation of the major’s rather unconventional swing.



# Arches in the river aid navigation, save money and support the environment

BY ALAN DOOLEY, PA

A recent St. Louis Post-Dispatch article compared the contour of arch-shaped stone structures being installed by the U.S. Army Corps of Engineers in the St. Louis Harbor with the shape of the better-known Gateway to the West Arch in the city's downtown.

In fact, especially while they are new, they'll be an equally prominent sight for people coming and going by commercial airlines from St. Louis, as

many flights pass directly over the gleaming white structures between the Merchants and McKinley Street Bridges.

And there's another analogy. The stainless steel-clad Arch symbolizes the westward movement. The three stone arches – or chevrons – will facilitate vessel movement and commerce on the Mississippi River where 60 percent of our nation's agricultural exports pass. And they'll save money while doing it.

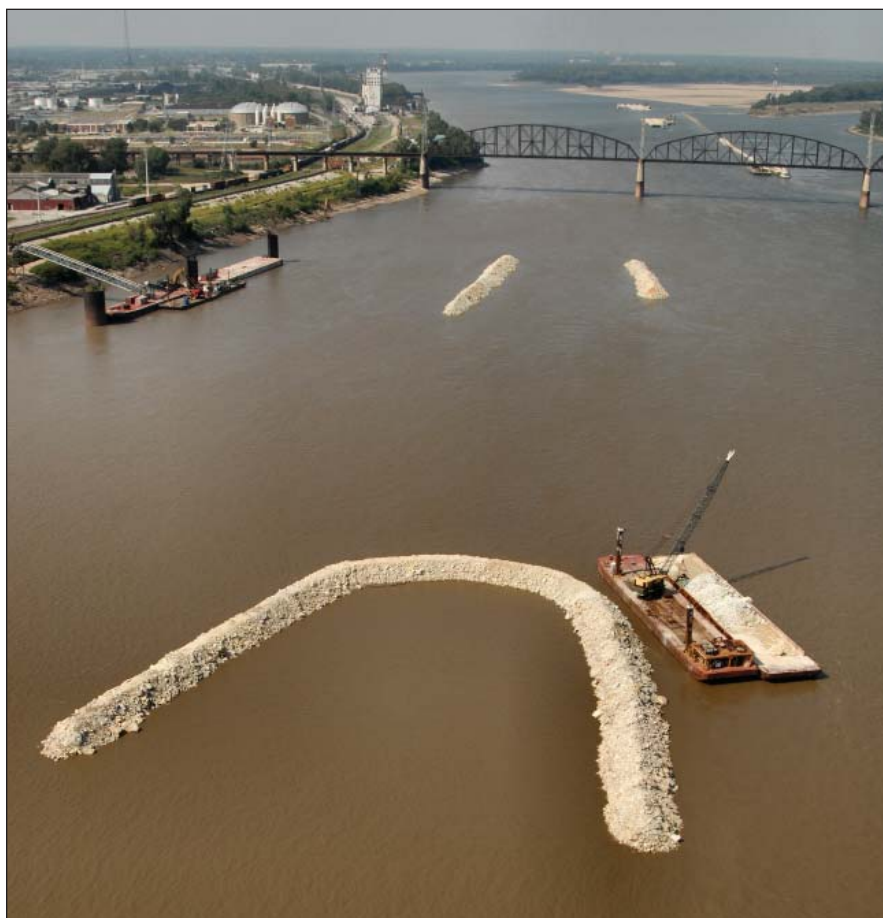
According to Corps of Engineers Project Manager Leonard Hopkins, the three chevrons are part of an effort to reduce or eliminate a chronic dredging problem in the harbor and to straighten the flow of water though the area that is complicated by the random location of bridge piers on several cross-Mississippi River bridges in the harbor.

"The three rock chevrons specifically address the issue of dredging," he said. They do so by channeling the river's flow and energy into the navigation channel to scour that watery interstate commerce highway.

"The region has been the site of annual or more frequent dredging," Hopkins said. "The slope of the river bottom lessens at that point and the sediment being carried by the water drops relatively abruptly," he added.

So to meet the ongoing mandate to ensure that the channel remains a minimum of nine feet deep and 300 feet wide, the Corps is called on to dredge this deposited sand from the channel and deposit it outside of the navigation way. Sometimes repeated cycles of high and low water can mean that that has to be done more than once in a season.

The whole project is costing about \$5.1 million. In addition to installing the three chevrons, the tail dike that stabilizes



This view, looking North towards the Merchants Bridge, you can see two of the three chevrons being constructed in St. Louis Harbor. Also visible upstream of the Merchant's Bridge is the extension to the existing trail dike. The third chevron, not pictured, is located immediately downstream of the McKinley Bridge.

USACE photo by Alan Dooley

— SEE *ARCHES*, PAGE 12



# Honoring the past while moving forward

BY NICOLE DALRYMPLE, PA

There is a stark contrast between the sentiments expressed towards the U.S. Army Corps of Engineers in Greenville, Missouri in 1937 compared with 2007. In 1937 the Corps was moving forward with plans to build a reservoir by impounding the St. Francis River with the Wappapello Dam. The work, part of the Mississippi River and Tributaries project, was intended to store flood water and release it at a rate that the lower St. Francis and Mississippi River could handle during flooding.

The project was met with criticism and hostility by local citizenry, particularly those living in the town of Greenville, who were forced to relocate the town two miles northeast to its current location. Greenville, a frontier town, had been a center of commerce and politics for nearly 150 years and was, and continues to be the county seat of Wayne County.

"Wappapello Lake was built between 1938 and 1941 and it had a humongous impact on the area," explained Linda Lunyou, president of the Wayne County Historical Society. "People were upset. They had lived here all their lives and then they were told to leave. They were sentimental about this place."

Despite the dam's existence for fifty years, hard feelings persisted into the late 1980s and early 90s. The Army Corps was in the midst of implementing a very unpopular policy – the end of traditional access to the lake. Andrew Jefferson, Wappapello Lake park ranger, explained that there were many public and private access points to the lake and most were being closed off.

Just prior to getting his position at Wappapello Lake, Jefferson recalls reading numerous letters from the public about this issue. "People were writing in their letters that they were willing

to kill or be killed to keep their land," Jefferson said. "People were obviously very upset."

Jefferson remembers the project staff undertaking numerous initiatives intended to "bridge the gap" and improve relations between the Army Corps and the public.

The Wayne County Historical Society, then being led by Roy and Opal Payton, encouraged the Corps of Engineers to memorialize Old Greenville and create a memory lane using the old foundations and town sidewalks.

"At the time all that remained of the town was some building foundations and the sidewalks, which were covered in dirt and grim," Jefferson said. So the Corps, in partnership with the historical society, created a self-guided, historic, one-mile walk known as "Memory Lane."

## Old Greenville Days



USACE photo by Nicole Dalrymple

The George Hemby and the Hoedowners were among eleven bands entertaining visitors at Old Greenville Days. Many guests brought their lawn chairs and spent the whole day at the event.

Interpretive signs, with photos, quotes and background information, dot Memory Lane and mark the location of Old Greenville's businesses and community buildings including the St. Francis Hotel, Wayne County Bank and Courthouse, the barber shop, the auto dealership, the Greenville school, the post office and the jail house.

The town of Old Greenville was also placed on the National Register of Historic Places in March 1990, in a joint effort between the historical society and the Wappapello Lake project staff.

Memory Lane has become one of the lake's best interpretive tools, according to Jefferson. It provides a forum to discuss the historic significance of the area, the repeated flooding that plagued the town prior to the dam's construction, and the purpose behind Wappapello Lake. It also gives the old residents



# Moving forward in friendship

## Days, Sept., 15-16



USACE photo by Nicole Dalrymple  
Civil War re-enactor family  
participates in a fashion show  
featuring various clothing styles  
from the era.



photo by Tom Dalrymple  
Mouths were watering at the sight and  
smell of this pot of ham and bean soup.  
Old Greenville is rich in history and pre-  
dates the state of Missouri, becoming the  
county seat of Wayne County in 1818.

and having a good time, and the air is filled with the smell of kettle corn, and you can hear the cannon going off in the encampment area. It really is a living history event."

Linda Lunyou, historic society president, praised the event and the leadership of her predecessor Roy Payton and the Army Corps in getting it started. "For grandparents it is a time of remembering and they are able to look through the pictures of Old Greenville at our booth and show things to their grandkids," she said. "It gives people their roots back."

Among the 37 crafters is Irene "Cuz" Settle, who has been involved in Old Greenville Days since its inception. She was invited to the first event by her cousin, who needed help with her booth. She's been coming ever since. Because her cousin constantly called her 'cuz', the name stuck and Settle is known by many event regulars by the simple three letter moniker.

"This is one of my favorite craft shows," she said. "The atmosphere is great and the Corps goes out of their way to make people feel welcome. They give 110 percent. People don't understand all the hard work that goes into making this event a success."

She likened the event to a family reunion, saying that she is able to see and catch up with many of her craft friends. "This is a family festival," she went on to say. "There is no liquor. It is educational for the whole family with the Civil War re-enactors and it just has a good feeling. I am proud to be part of this event."

The participating Civil War re-enactors at this year's event included Big River, the 6th Missouri Company D, the 10th Missouri Light Artillery Living History, and the 15th Missouri.

and their descendents a place to go and remember their roots.

Another successful venture between the historic society and the Army Corps of Engineers was creating Old Greenville Days. The now annual event was first held in August 1991 and Jefferson organized that one and the fifteen that have followed.

"To help bridge the gap between the people of Greenville and the Corps, we came up with the idea for an event related to the town," Jefferson said. Up until this point the Corps had sponsored events near the dam, at the south end of the project, but there had not been anything held at the northern part of the project near Greenville aside from the Old Greenville Black Powder Rendezvous.

"The purpose of the event was to tie in the community and to build a better

relationship between the Corps and the community," Jefferson said. Cindy Jackson, assistant operations manager at Wappapello Lake, said that the event has been successful in that goal and has exceeded expectations.

The celebration is always well attended and at this year's event, held September 15 and 16, approximately 9,000 people enjoyed the music of eleven live bands, perused the wares displayed at 37 craft and artisan booths, and interacted with Civil War re-enactors.

Park Ranger Kathy Dickson, who's worked the event every one of her 12 years with the Corps, says she "loves" Old Greenville Days. "It has evolved over time," Dickson said. "It offers a variety of activities and provides locals a chance to celebrate their heritage. I love this event. People are laughing

— SEE *GREENVILLE*, PAGE 14



# Slice of Navy history passes through Locks 27

The 65-year old tank landing ship LST-325 locked through Locks 27 in Granite City, Illinois on Monday, August 20. The retired World War II Navy vessel was traveling north for a series of open houses and community events on the Upper Mississippi and Illinois Rivers.

Designed to land battle-ready tanks, troops and supplies directly onto enemy beaches, LST-325 was launched October 27, 1942.

In 1943 she was in the first convoy of similar LSTs bound for Europe during World War II. She started combat service supporting numerous operations in the Mediterranean Sea in 1943.

She returned to England in 1944 and on June 5, 1944 the vessel sailed from Falmouth, England as part of Force "B," the back-up force for the troops going ashore at Omaha Beach on June 6. LST-325 made over 40 trips from England to Normandy in support of allied forces.

The vessel returned to the United States in May 1945 to be refitted for operations in the Pacific but prior to this work being completed, word came that Japan had surrendered and the war was over.

LST-325 was decommissioned on July 2, 1946. The vessel was reactivated in 1951 for service in Military Sea Transport Service artic operations, and was transferred to Greece for service in that Mediterranean nation's navy in May 1964. She



Views of LST-325 as she enters and exits Locks 27 in Granite City, Ill. The retired World War II Navy vessel was traveling north for a series of open houses and community events on the Upper Mississippi and Illinois Rivers. She is homeported at Evansville, Ind.

*photos by Gary Hipkins, Lock and Dam Operator at Locks 27*

served in the Hellenic Navy until December 1999.

The USS Ship Memorial, Inc., acquired the vessel in 2000 and sailed it back to the United States. It is being restored and

serves as a museum in its home port of Evansville, Indiana. It is one of only two World War II LSTs to be preserved in the United States.



# New Lockmaster at No. 24 has lifelong link to Mississippi River

STORY AND PHOTO BY NICOLE DALRYMPLE, PA

Growing up in St. Francis County, Mo., Danny Lunsford has numerous memories of canoeing, fishing and hunting on the Mississippi River. He now takes great joy in creating similar memories for his two young sons, Zachery (6) and Zayne (2).

Lunsford, the new lockmaster at Lock and Dam 24 in Clarksville, Mo., has loved the water – whether ocean, sea or river – for as long as he can remember. Whether it was fishing as a young boy on the banks of the Mississippi River, walking on the ocean's bottom as a navy diver, working the deck of a river barge or joining the crew of the Dredge Potter, water has been a continual part of his life.

Shortly after graduating from Farmington High School, Lunsford attended a vocational school where he learned metal fabrication and welding. He enlisted with the U.S. Navy in 1993 and served four years in Pearl Harbor, Hawaii where he was assigned to a nuclear submarine as an interior communication electrician and a navy diver.

After deciding against reenlistment, Lunsford returned to his home state and got a job with the river industry. In 1997 he landed a temporary job with the U.S. Army Corps of Engineers St. Louis District as a deckhand on Dredge Potter. He became permanent in 1999 and transferred to the Service Base where he worked as a welder. From there he took a permanent position as a lock operator at Lock and Dam 24.

In 2004 he received a



Danny Lunsford, on the landside wall of Lock and Dam 24's lock chamber.

promotion to lock and dam equipment mechanic, becoming responsible for keeping all the lock and dam's machinery in proper order. In 2005 he was hired as the assistant lockmaster under then-lockmaster, Dave Nulsen. Nulsen retired earlier this year, and in July Lunsford became his successor.

A childhood spent near the Mississippi River made Lunsford aware of the Army Corps. He explained that working for the tow industry got him even more familiar as he locked through every lock on the Mississippi River up to Lock 7 in La Crosse, Wisconsin.

His time working on the river as a deckhand for the tow industry has given him a good perspective in his current job. "I can see things from both perspectives. I can understand what it's like for tow boat crews, who have in some cases been away

from their families for 40 to 60 days and often work in bad weather conditions. I can relate to our own lock and dam operators who are on the wall assisting the tow crew regardless of heat, cold, rain, sleet or snow."

The lock operator at Lock 24 is an integral part of the lockage process and has a face-to-face interaction with the customer, Lunsford explained. "[The river industry] is our biggest customer and I think we have a good relationship with them here at 24," he said. Tows have to lock through in two sections or 'cuts' due to the 600 foot lock chamber, and Lunsford explained that lock operators are very involved in the process.

"They are on the wall, helping the crew, moving the cut out with

— SEE **LUNS福德**, PAGE 14

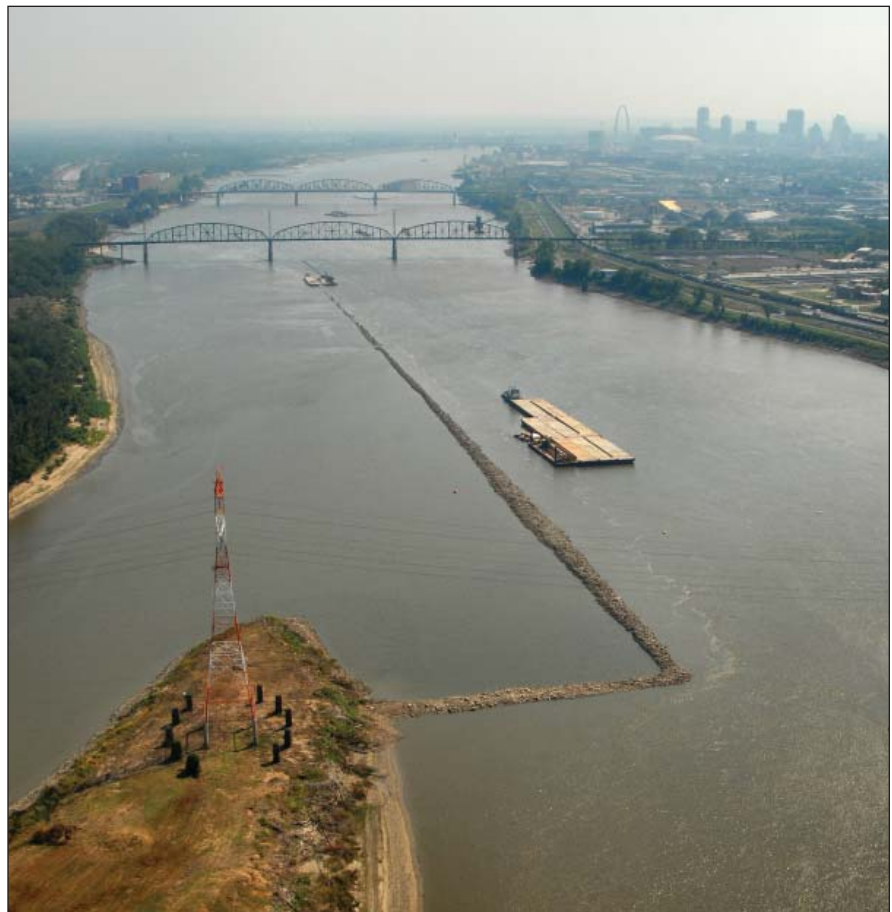
entry into and exit from the downstream end of the Chain of Rocks Canal is being lengthened to make navigation safer and more efficient. Three other submerged rock structures called Bendway Weirs on the Illinois Bank south of the Eads Bridge will complete the project.

### *Tax savings*

This project will pay for itself, and pretty quickly. “From 1999 through 2005 we spent about \$925,000 a year dredging this stretch of the river,” Hopkins said. “So the three chevrons will pay for the whole project in about six years. Our analysis indicates that we will either have no, or a greatly reduced dredging task there.”

The chevrons should be completed by the end of October, Hopkins reported. Then in November the work on the weirs will begin. “The only time these structures will be seen is while they are being built,” Hopkins told. They will be some fifteen feet under even the lowest water.

Looking like straight rock fingers pointing upstream at an angle, he said they will change the course of water flowing over them as it leaves them and push the current back out into the navigation channel. Now there is a tendency for barge tows to be pulled toward the shore at that point as they are traveling between the Eads and Poplar Street Bridges.



View looking downstream at the extension to the trail dike that stabilizes navigation's entrance and exit to the Chain of Rocks Canal (lower left corner). In the background are the Merchants and McKinley bridges and the St. Louis skyline.

USACE photo by Alan Dooley

The Bendway Weirs are in fact an invention of the U.S. Army Corps of Engineers in St. Louis. Developed in a four year period up to 1989, they were first installed in the river in 1991. Since then they have been placed in critical points elsewhere, first in the St. Louis District and now in numerous locations outside of the District's 300 mile stretch of responsibility for the Mississippi River.

In addition to aiding navigation safety and efficiency and saving dredging dollars, Hopkins reports that the chevrons will have an important environmental component.

### *Environmental enhancements as well*

“This is river engineering at its best,” he told. In addition to supporting the mandated navigation requirement, they are doing it in an environmentally sound manner. The different sizes of rock in the structure, from the size of a small car to fist-sized, will provide a wide variety of habitat for marine life forms. Then when the river flows over these structures, our modeling indicates it will dig deep holes immediately downstream of each one. Those in turn will become valued fish

— SEE ARCHES, NEXT PAGE





Rock is added and a six foot crown is applied to one of the three chevrons being constructed in St. Louis Harbor. They are designed such that they channel the river's flow and energy into the navigation channel to scour that watery interstate commerce highway.

USACE photo by Alan Dooley

habitat, particularly when the fish are seeking relief from hot summer water and winter freezing conditions.”

Improving navigation, helping the environment and saving money while doing it: it doesn't get much better than that!

“One of the premier St. Louis District river engineers of recent decades, Claude Strauser, always taught us to seek what he termed ‘and’ solutions. He said we should work to find solutions that would do this, and this, and this. He told us that ‘or’ solutions – in which we could do this or that – implied that there were going to be winners and losers in any decision we made.

“We want win-win solutions, and I think this is one of them,” Hopkins concluded with a smile.

## FOR SALE – YOUR SOCIAL SECURITY NUMBER?

BY ALAN DOOLEY, PA

What? That's preposterous! My social security number is for sale?

It probably is if you have ever had a bank account, insurance, bought anything on credit, had a student loan or had surgery.

Every year your social security number is sold by financial services and marketing information brokers to a number of buyers. It helps businesses offer you multiple credit cards or target you for other financial services or a broad spectrum of product offers.

Originally your social security number was created solely as the identifier for your account in the Social Security retirement system. Over the past 40 years it has been transmuted into a de facto national ID number.

It became your military ID number in the late 1960s (my Navy ID was B52-74-57 until then), migrated to your driver's license was probably your student ID in college and for awhile in fact, many merchants required it to be printed on your checks.

The Department of Defense ended the check

printing requirement several years ago, many states have deleted it from your driver's permit and its days as your Thrift Savings Plan account number are limited.

But help is on the way.

A bill in the House of Representatives – HR 3046 – would outlaw the buying and selling of this key 9-digit number. Under the legislation, your social security number would remain available to the Social Security Administration and to law enforcement agencies. It would not be legal to sell or buy it, display it on the internet or use it for membership numbers.

It's too late to put the genie back in the bottle. But stopping future marketing of your social security number may eventually start to reduce the risk over time.

If you feel strongly about how your social security number is being used, several public interest organizations are urging you to tell your congressmen and senators that you support the legislation and want them to as well.

*LUNSFORD, FROM PAGE 11*

the tow haulage unit, making sure the barges get reconnected, helping to remove ice, etc.,” Lunsford said. “They basically do whatever needs to be done to have a successful and safe lockage.”

There is a lot of interaction between lock staff and river travelers and the lock crew knows many of the tow crew members by their first names, Lunsford said.

A life spent working on the river is not for the faint of heart though, as Lunsford explained, conditions can be very difficult, whether it is extreme heat, cold, snow, sleet, rain or ice. The lock is open 24 hours a day, seven days a week, 365 days a year, and lockages continue despite adverse conditions.

“For example, when there is ice on the river it can take up to four or five hours to lock through 24. And that whole time the crew of the tow is outside on deck and our lock operator is on the wall,” Lunsford said. “Our team here has a good reputation for working closely with the industry crews and making sure they get through the lock safely.”

When fully staffed the team at Lock 24 is 15 people. The current crew has over 300 years of experience, with three employees having over 30 years each, and several more having 20+ years of experience.

“There is a lot of skill and knowledge to draw from at this lock,” he said. As the new lockmaster, Lunsford hopes that

everyone finds him easy to get along with and willing to bring issues and concerns to him before they become problems. He says his door is always open, and he will always stress the importance of teamwork, maintaining a safe working environment and maintaining good communication with each other and the lock’s customers.

So, as Lunsford sees it, his affinity for the world’s greatest natural resource – water – has allowed him many great career opportunities. “I am fortunate to be here at Lock 24,” he concluded. “It’s a great place to work and the people enjoy what they are doing. It’s fun coming to work every day.”

*GREENVILLE, FROM PAGE 9*

Tonda Martin, from the 10th Missouri, served as this year’s coordinator for the re-enactors. As coordinator she makes all the arrangements for the Civil War encampment and works closely with Jefferson. “Andrew is one of the reasons we like to come here,” she said. “We always get a great turn out and we enjoy educating the crowd about this important time in our nation’s history.”

During the two-day event re-enactors stage skirmishes, fire cannons and put on a fashion show and tea. “This year we have 39 re-enactors and we are already scheduled to attend next year’s event,” Martin said.

“The event has really surpassed what we thought it would become,” Jefferson said. “It is like a big family reunion and people look forward to it each year. There is something for everyone and it was always our hope and goal to have family-oriented offerings.”

The success of this year’s event was bittersweet for Jefferson who was unable to attend either day due to a recent hospitalization. “Everyone did a great job filling in for me but I really missed the experience of being there and seeing everyone,” he said. “These folks have become family to me. When you put your heart into something you want it to succeed. And we all put our heart into making the 16th Annual Old Greenville Days a success and it was.”



*USACE photo by Nicole Dalrymple*

Thirty-nine re-enactors participated in the 16th Annual Old Greenville Days. The re-enactors set up an encampment and staged scrimmages during the two day event. Over nine thousand people were able to enjoy the living history programs.

So while the old sidewalks and foundations are all that remain of Old Greenville, the steps taken toward friendship and reconciliation between the Army Corps and the local community are a reality. With initiatives such as Memory Lane and Old Greenville Days, the staff at Wappapello Lake has shown that they are caring members of the surrounding communities and that we can honor the past while moving forward into the future.



# Retiree Update

by Paul Kornberger

*We've missed reports in the last few issues about our retirees, so Paul Kornberger writes in this issue about the activities, comings and sadly, the goings of the people who supported the district's navigation mission through our five navigation locks and dams.*

We were saddened recently by the news of the death of **Michael Dorey**, long time lock and dam operator who retired rather recently. Mike will always be remembered for his steady contribution and his warm personality.

**Billie Sanna**, the clerk at the Locks 26 location during the hectic days of its last years of operation, as well as the start of operations at the new Melvin Price Locks and Dam enjoys life these days with family and friends in Bethalto, Illinois.

**Dan Buckley**, retired from Lock 24, who dealt a bit in used cars and etched death dates on cemetery tombstones in his spare time as lockmaster, has chucked those activities for a more laid-back lifestyle these days in Clarksville.

**Lewis Kent** (L-24 also), the best horseshoe pitcher the District ever produced also enjoys these stress free days.

**Anton (Tony) Dietrich, Butch Sanderson, Alton Jenkins, Don Mirick** stop by the lock occasionally to scrutinize the current crew and hold forth on any number of topics.

Most any day, **Fred Troutner**, retired lockmaster from L-25 can be seen walking around his hometown of Clarksville to stay in tip top shape. Fred had a zero based supervisory style

illustrated best by his response to an employee who challenged Fred that the linings in the mandatory prison industry safety shoes were staining his white socks yellow and what was he going to do about it? Fred told him to start buying yellow socks.

There appears to be a whole cadre of river retirees who just seem like they can't get too far away from water. Judging by all of the pleasure cruises they've taken. They include **Neal Krigbaum** and **Chris Morgan**. Between them they have been on more cruises than the law allows and have the waistlines as mute testimony to their time in the buffet lines. Word has it that Chris and wife Karen will soon embark on a 60+ day cruise all over the place. Krigbaum worked kid's birthday parties and other events as a professional clown after retiring but has apparently given up the grease paint and red nose except for special occasions.

**Steve Ellis** still runs his marine repair business along Highway 79 during most of the year but then hooks up with friends and their recreational vehicles who sometimes ----you guessed it---put them on barges for inland cruises.

There's another group of retirees who've adopted some current employees of the district to go "hog wild" on their motorcycles. The group includes:

**Tom Miller**, (1600ccHarley), **Mike Abernathy**, (Harley Fatboy), **John Robinson**, **John Branson** and **Mike Quinn**.

**Miller** is also an accomplished bowhunter too, who made his own longbows and recurve bows and arrows for years but now is an usher out at the new Busch Stadium. Look for him out in the bleacher area. For these guys, beer remains the beverage of choice and the cheaper the better.

**Jerry Stroud** (L-25) leads a more sedate life doing his gardening these days up in Troy, Missouri; his specialty is hot---and I do mean HOT---peppers with nine different varieties at last count. Jerry, apparently, leads such a pure, pristine life that he was blessed with a \$25,000 jackpot at one of the local casinos, which he promptly used to buy a new truck....NOT a motorcycle.

**Paul Boyd** (L-25) took up residence in his retirement home in the town of Nixa, Missouri--look south--and if you ask him 'Just where in the hell is Nixa?' he'll be glad to point out that Nixa is the hometown of Jason Bourne, the fictional character in the Bourne series of action movies. Paul, who always had the ability to 'talk a bear down out of a tree' now spends time activating credit cards for a major company over the phone.

## TO BE CONTINUED...

*Between not having run a Retiree Update in several issues and Paul's jubilant writing, this article will have to be continued in the next issue of Esprit. Come back to read about the adventures of Ed Rogers, Vernon Drewes, Larry Stahlschmidt and others!*



# Hispanic Heritage Month, Sept. 15 - Oct. 15

Congress has authorized Hispanic Heritage Month every year from 15 September-15 October. It begins on 15 September due to the anniversaries of independence of the following five Latin American countries: Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua. We set aside this period of time to recognize the contributions of Hispanic Americans to the United States and to celebrate the Hispanic heritage and culture. The word 'Hispanic' does not define a nationality or race, it describes a culture. The classification of Hispanic actually draws from more than 20 nations, and the term 'Hispanic' was created by the U.S. Government to bring together a large and varied population. According to the 2000 U.S. Census, more than 44 million people, or 15% of the total U.S. population, identify themselves as Hispanic or Latino, making people of Hispanic origin the nation's largest ethnic or race minority.

As a fun way of testing your knowledge of well known Hispanics, please take the quiz on the right. (Try not to look at the answers below the test before you finish it).

<u>Name</u>	<u>Why Famous</u>
____ 1. Joan Baez	<b>a.</b> One of the world's best female golfers
____ 2. Antonia Coello Novello	<b>b.</b> Soccer player
____ 3. Henry Cisneros	<b>c.</b> Mexican American mayor of San Antonio, TX
____ 4. Katherine Davalos Ortega	<b>d.</b> Folk singer
____ 5. Gloria Estefan	<b>e.</b> Singer from Miami
____ 6. Nancy Lopez	<b>f.</b> Hispanic Treasurer of the United States
____ 7. Geraldo Rivera	<b>g.</b> Opera Singer
____ 8. José Canseco	<b>h.</b> 1 <sup>st</sup> Hispanic and 1 <sup>st</sup> female U.S. Surgeon General
____ 9. José Carreras	<b>i.</b> Baseball player with the Oakland A's and other teams
____ 10. Pelé	<b>j.</b> Talk show host
(Answers: 1-d, 2-h, 3-c, 4-f, 5-e, 6-a, 7-j, 8-i, 9-g, 10-b)	

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